



GENESIS HO SD70 Series Locomotive

Announced 11.26.21
Orders Due: 12.31.21
ETA: January 2023

Union Pacific* - We Are ONE



Era: 2021+

	without Sound	with Sound
UP #1979	ATHG75718	ATHG75818

Omaha, Neb., June 17, 2021: Union Pacific today announced a “We Are One” summer tour that features a new commemorative locomotive dedicated to diversity and togetherness. The brightly colored locomotive will start its 2021 journey in Houston, Texas, on Juneteenth, the holiday that celebrates freedom and marks the end of slavery in the U.S.

UP No. 1979 is only Union Pacific’s 18th commemorative locomotive. It honors the company’s nine Employee Resource Groups (ERGs) and the work they do supporting diversity, inclusion and equality. The unit commemorates the year Union Pacific’s first ERG - the Black Employee Network - was established in 1979.

“Union Pacific Announces DEI Giving Goals and ‘We Are One’ Tour.” UP, <https://www.up.com/media/releases/210617-dei-giving-goals.htm>.



Photo Credit: Shane T Mason



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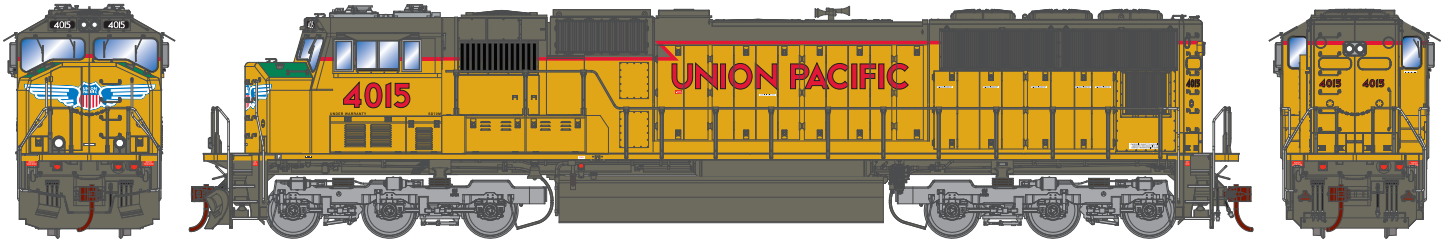
Era: 2000+

	without Sound	with Sound
UP #4000	ATHG75719	ATHG75819
UP #4454	ATHG75720	ATHG75820
UP #4477	ATHG75721	ATHG75821

UP FEATURES:

- UP lightning stripe scheme
- Nathan K-3 horn
- Spare knuckles on rear pilot
- HTCR-II trucks
- Red sill stripe
- Small can & Sinclair antennas
- Late style fuel tank & breather piping
- Early SD70M body
- Air Dryer
- Prime air filters
- EMD low plow
- GPS dome
- "Under Warranty" on cab

This release of UP SD70Ms depicts units from the first order, with early (non flared) SD70M bodies in their as-built appearance. For later-era operations, a consumer-applied GPS dome is included.



Era: 2021+

	without Sound	with Sound
UP #4015	ATHG75722	ATHG75822

UP FEATURES:

- UP lightning stripe scheme
- Nathan K-3 horn
- Spare knuckles on rear pilot
- HTCR-II trucks
- Yellow sill stripe
- GPS dome
- Green anti skid on nose
- Late style fuel tank & breather piping
- Early SD70M body
- Air Dryer
- Prime air filters
- EMD low plow
- PTC antennas
- "Under Warranty" on cab
- Silver trucks

UP 4015 received special paint with green anti-skid on the nose and silver trucks. In this guise it ran in service behind Big Boy, 4014.



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Canadian National



Era: 1997+

	without Sound	with Sound
CN #5733	ATHG75723	ATHG75823
CN #5747	ATHG75724	ATHG75824
CN #5750	ATHG75725	ATHG75825

CN FEATURES:

- SD75I body with isolated cab and turbo bulge
- Many Canadian-specific detail parts, including:
 - Ribbed anticlimbers
 - Raised walkways
 - CN medium plow on front
 - CN rock pilot on rear
 - No HVAC louvers under cab
 - Pyle early headlights
 - Large grabirons on cab face
 - K-3 horn with all bells forward
 - Spare knuckles on rear pilot
 - HTCR-II trucks
 - Large & small Sinclair antennas

The Canadian National SD75Is, with their ribbed anticlimbers, Pyle early headlights, and raised walkways, are distinctive locomotives. The engines entered service in 1997 and continue as front-line power today.

Norfolk Southern



Era: Early 2000s+

	without Sound	with Sound
NS #2563	ATHG75726	ATHG75826
NS #2566	ATHG75727	ATHG75827
NS #2567	ATHG75728	ATHG75828

NS FEATURES:

- Acquired by NS after 1998-1999 split of Conrail
- Antennas and conduits on cab and long hood
- Nathan K5LAR24 horn
 - Cab vent
- Air Conditioner
 - Small front plow
- "Dual" fuel sight glasses
 - Late fuel tank
- Spare knuckle brackets on rear pilot

This group of former Conrail SD70's joined the NS fleet in 1998 as a result of the split up of Conrail between NS and CSX. Early repaints featured diagonal dashes along the frame.



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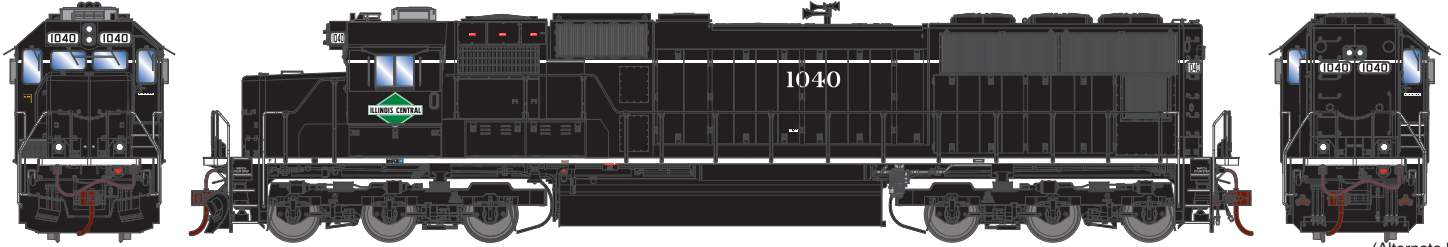
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Illinois Central



(Alternate history)

	without Sound	with Sound	IC FEATURES:	
IC #1040	ATHG75729	ATHG75829	• Air conditioner	• SL5T horn
IC #1057	ATHG75730	ATHG75830	• Spare knuckles on rear pilot	• IC "Green Diamond" scheme

The Illinois Central did own SD70s - but by the time they were delivered, the road had adopted the "Death Star" scheme, with a logo reminiscent of the infamous space station of movie fame.

We think that the IC SD70s would look fantastic in the "Green Diamond" scheme as well, either as modern-day heritage units, or as if the IC had survived intact.

Illinois Central Gulf



(Alternate history)

	without Sound	with Sound	ICG FEATURES:	
ICG #7200	ATHG75731	ATHG75831	• Air conditioner	• SL5T horn
ICG #7205	ATHG75732	ATHG75832	• Spare knuckles on rear pilot	
			• ICG Orange & White scheme; numbered in series after SD45 #7000	

If IC Industries had not spun off the remaining rail assets in 1988, SD70s in orange-and-white may very well have plied the rails from Chicago to New Orleans.



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Rio Grande*



(Alternate history)

	without Sound	with Sound
DRGW #5607	ATHG75733	ATHG75833
DRGW #5615	ATHG75734	ATHG75834

DRGW FEATURES:

- Air conditioner
- M-3 horn
- Spare knuckles on rear pilot
- Paint scheme based on GP60s delivered in 1990. Numbered in series after the SD50s

If Rio Grande industries had chosen to retain its identity after its 1988 purchase of the SP, SD70s with the Flying Grande herald could very well have been spotted moving priority goods between Denver and Salt Lake City.

PROTOTYPE SPECIFIC INFORMATION

Continuing upon the successful SD60-series, in 1992 EMD debuted the next step in locomotive evolution with the SD70-series. While outwardly similar at first glance to the SD60M, the D.C.-drive SD70M featured several external design refinements from the predecessor model. Battery boxes were relocated to the left-hand side walkway immediately behind the cab, a large, boxy forward traction motor blower housing replaced the angular version used on SD60s, the raised walkway duct on the left hand walkway was eliminated, and an intake for the rear traction motor blower on the left hand side of the carbody, directly under the rear radiator intake grill, was added.

Internally, the SD70 boasted improvements as well; a 16-710GB prime mover, rated at 4,000hp, was coupled to a new alternator design, the AR20. New D70TR traction motors were standard, and controlling all of this power and locomotive function was EMD's new EM2000 microprocessor, which boasted more memory, twice the processing speed, and improved locomotive self-diagnostic capabilities compared to the processor suite used in the SD60. Even more revolutionary was the inclusion of EMD's patented "Radial" truck design, the HTC-R. This design, which made its debut under EMD Demo SD60 #3, replaced the venerable HT-C truck, and is unique in its ability to shift, or "steer", the wheelsets laterally through curves, resulting in greatly reduced wheelset and track wear, and coupled with the new D70TR traction motors and EM2000 microprocessor, greatly improved adhesion.

Continuing with previous practice, EMD built a set of Demonstrator SD70Ms, EMD 7000-7002, all equipped with the North American safety-cab (hence the "M" in their model designation), and decked out in an attractive gray, silver, and burgundy paint scheme. These units traveled all over North America, showing off the latest technology from EMD. Atchison Topeka and Santa Fe railroad requested a 4300 horsepower version resulting in the SD75M. As production continued, EMD incorporated their new "Whisper Cab" design resulting in the SD75I. The updated cab SD75I was purchased by Santa Fe successor Burlington Northern and Santa Fe, Canadian National, and the Ontario Northland. Having been built only in the mid-1990s, you can still find the entire fleet of SD75Ms and SD75Is in regular service today.



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SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Precision slow speed control
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"

SD70 SERIES LOCOMOTIVE FEATURES:

- Lift rings
- Factory installed wire grab irons
- Dual sanding lines
- Windshield wipers
- Anti-glare panel painted on the nose
- Standard or Freight-style brake wheel
- See-through radiator fans
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin connector
- MU receptacles and cables per prototype
- Front / rear trainline and MU hoses with silver ends
- Coupler cut levers with loops per prototype
- Sunshades and sunshade tracks per prototype
- Roof details such as antennas, air conditioners, beacons, and conduits per prototype
- Pilot face spare knuckles and brackets per prototype
- Several types of fuel tanks, all featuring separate gauges, sight glasses, and breather piping
- Detailed and painted cab interior with control stand, display screens, detailed crew seats
- Fine-scale Celcon handrails for scale appearance
- Underframe mounted bell- regular or electronic
- Low mount stepwell lights (non-operating)
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain
- All-wheel drive with precision gears for smooth & quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- McHenry® lower-shelf scale knuckle spring couplers
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately painted and printed paint schemes
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- Fully-assembled and ready-to-run
- Minimum radius: 18" — Recommended radius: 22"



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